

REPORT NO.

Approved For Release 2006/08/08 : CIA-RDP82-00457R010600580003-4

CONFIDENTIAL

2

CENTRAL INTELLIGENCE AGENCY

25X1X

6. West of this quay was the coal quay which is 200 meters long and 150 meters wide. On its eastern side was a loading bridge running on tracks. There was also a spur track where large quantities of pit coal and lignite were dumped. Eight to ten belt conveyors were available. (3)
7. The western side of this quay which is about 600 meters long is built of stone. It is in a better condition than the other quays. Three cranes are available, two of them are 6-ton cranes of American origin and one is a German loading device capable of lifting 5 tons. The latter is called a Titan Kran. Spurs run along the whole length of the quay. Estonian workmen said that in the summer and fall of 1948 several thousands of tanks and assault guns were loaded into former German landing crafts and transferred to the islands of Oesel and Dagoe. (4)
8. The quay lying north of it on the opposite side of the harbor basin was still in a bad state of destruction and was not used. It is about 300 meters long and 30 meters wide. There was a spur track.
9. The commercial harbor is controlled by the custom authorities and MVD men. Dredging operations are continuously performed in the harbor basin. Until the end of 1946 mainly dismantled goods arrived from the Soviet Zone of Germany in Soviet ships. During the following years only supply goods for Tallinn were discharged. No information on the kind, quantities, and origin of those goods are available. In winter, the approaches to the harbor are kept open by two ice-breakers which also escort all ships.

Comments.

- (1) A sketch was made from sea chart D 36 and the observations were entered. See annex.
- (2) The information on the construction of a new breakwater has not been confirmed. It might have been necessary to build this breakwater in order to break the swells prevailing in the harbor because of the northeasterly winds. However, it is also possible that only the bridge which leads to the sea light there was reconstructed.
- (3) Until 1940, the basin between this quay and the coal quay was called Harbor Basin I.
- (4) Until 1940 the eastern portion of this quay was called the Viktoriä Kai while the western portion was called Baikovi Kai. The sheds which existed there as well as the silo still seem to have been destroyed. All harbor traffic seems to be handled only in Harbor Basin I and at this quay since the installations at the Kaufmannsmole (Commercial Mole) and in Harbor Basin III are still destroyed. This portion of the harbor met all requirements. The impression is that those portions of the harbor still destroyed will not be reconstructed.

CONFIDENTIAL

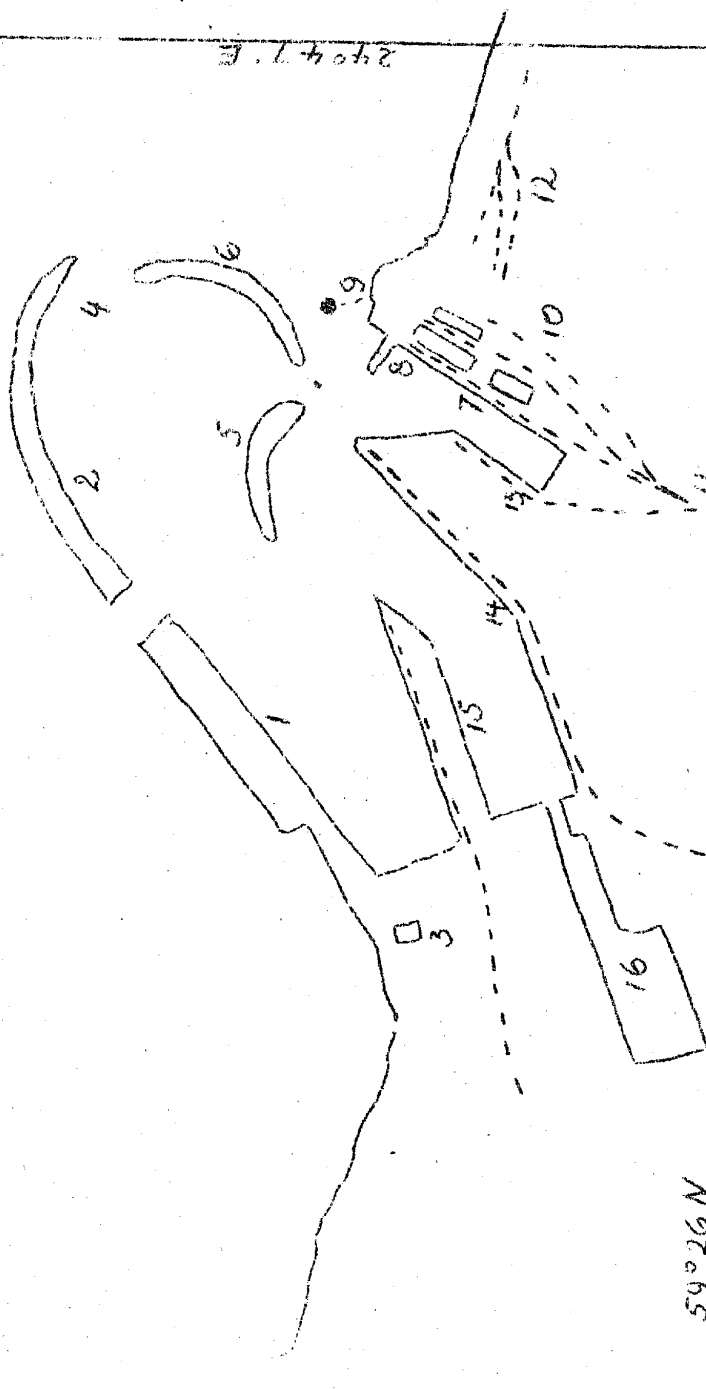
25X1A

CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY

Attachment

Talinn Old Harbor



CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY

Attachment

25X1A

Legend to Annex:

- 1 Western Mole
- 2 Northern Mole
- 3 Harbor Administration Building with signal st
- 4 Harbor entrance
- 5 Southern Mole
- 6 Eastern Mole
- 7 Eastern quay
- 8 New pile mole
- 9 Lighthouse with bridge
- 10 Store sheds
- 11 Spur tracks
- 12 Secondary railroad
- 13 Coal Quay
- 14 Western Quay
- 15 Eastern Quay, badly damaged
- 16 Harbor basin of Suda Remont shipyard.

CONFIDENTIAL